

Trailer Makers Vote To Help In Building Regulatory Laws

CHICAGO, Dec. 14.—With the coming of the trailer house into the flow of traffic, new problems of highway legislation, of camping facilities, and of merchandising, peer over the horizon. Trailer coach manufacturers discussed these problems at their association meeting here.

In the first full-fledged convention of the trailer makers to talk over the problems of this latest infant of the motor industry, the manufacturers were reminded that state legislatures would probably introduce laws bearing on highway regulations for house trailers this winter. The manufacturers, however, decided to recommend reasonable legislation as to safety and sanitation, as it becomes necessary, rather than fight any or all legislation, according to W. Russell Wilday, secretary-manager of the Trailer Coach Manufacturers Association.

By offering constructive legislation as the need arises, the manufacturers felt they will be contributing more to the public welfare and also help to prevent the passage of harmful and unconsidered laws, Mr. Wilday points out.

Laws Already In Effect
Many states already have laws regarding commercial trailers. These little shops on wheels which move from one town to another to set up advertising and demonstration headquarters for their commodities have had legal restrictions in the various states for some time, it is found. Such laws already in existence now apply to house trailers as well.

The difficulty is that each state has its own regulations concerning the length, width, height, lighting arrangement, braking equipment, and other physical characteristics. The result is, as manufacturers see, that a home on wheels moving through many states may have been manufactured according to restrictions in its own state but finds itself woefully out-of-step in other localities. More uniformity in state laws appears therefore to be one of the first requisites.

One of the first laws which is expected for the home trailer is some regulation about the tail light. The red stop light which now flashes on passenger cars when brakes are applied is missing on the back of

trailers. Manufacturers anticipate that laws will probably be enacted requiring this regulation soon. As far as cluttering up the highway and slowing down traffic is concerned, it is believed by the manufacturers that this will be a minor problem inasmuch as trailers travel along at the usual speed of the average car and not so slowly as trucks.

So many new manufacturers have taken on the trailer as a side-line in their business that it is estimated there are now some 500 firms turning out homes on wheels. Of these only 50 really have enough production to be called national distributors, it was reported, while the other 450 are special manufacturers usually of some truck bodies who have added trailers to their production. Only one of all the automobile passenger car manufacturers is now making trailers. This company has a complete steel construction trailer like a deluxe Pullman on wheels.

Trailer Sales Soar
The number of trailers being sold is going "sky high," the manufacturers find by comparing notes. Each year since 1931, which is believed to be the year when commercial sales actually got a good start, the sales have quadrupled over the previous year. In 1936 they were four times of those in 1934, and so on. It is estimated that 150,000 of the new models shown at the recent automobile shows will be sold next year.

Additional trailers traveling about as well as those stationed temporarily in parking spaces and camps open a new question of camp sanitation and of camp regulations, it is found.

Trailer colonies for workers are springing up. In Akron, Ohio, a colony for rubber workers now has 11 trailers. In a suburb of Cleveland and in Detroit there are several camps where workmen live in their trailers and travel back and forth to work from them. In Charleston, W. Va., two years ago one of the supervisors on a PWA project bought a trailer to live near the site while the work was progressing. Now there are more than 70 trailers forming a colony there, it was said. The Ollie Trout camp in Miami is preparing to handle 400 house trailers this winter to take care of the influx of winter tourists.

Old Homestead Now Passe, Housing Officials Declare

PHILADELPHIA, Dec. 14.—Three ideas were stressed at final meetings of the National Association of Housing Officials conference here.

Homes should be built for one generation instead of for several, in these days of rapidly changing conditions.

Government housing must be made a career service, for efficiency and safety, both physical and financial.

Housing officials should find out what prospective owners or renters want and what they can afford to pay for it, before starting on new projects—instead of going ahead and building what they believe these people ought to want and be able to pay for.

A. C. Shire, technical editor of the Architectural Forum, pointed to the advantages of prefabricated houses, which can be enlarged to meet the needs of a growing family, or can be taken down and moved if environment changes make this desirable.

Mrs. May Lumsden, director of the bureau of tenancy of the New York Housing Authority, discussed the problem of "model" projects which remained unfilled—or are occupied by wealthier classes than those they were intended to help.

"Model houses have been planned to show their intended tenants how they should live—without considering how they might like to live, or can afford to live," Mrs. Lumsden declared. "It seems to me that it would be better to consult the prospective tenants and then work out a building plan which would be adapted to their pocket books and to their desires."

Sydney Maslen, secretary of the Tenement House Committee of the Charity Organization Society of New York City, said official housing inspectors should be specially trained, not politically appointed.

Demolition of slums without provision of better housing accommodations for their dwellers was decried by Landon Post, tenement house commissioner of New York City, who predicted early development of an acute housing shortage in that and other large cities where slum clearance is proceeding fairly quickly.

Between the meetings the housing officials discussed the growing tendency of people of more or less independent means, whose jobs do not tie them down to any particular spot so that they are able to make their homes in automobile trailers. These trailers, it was said, may possibly be the new type of home for a new age for which earlier speakers had pled.

lunch and at a dinner, by Ernest M. Fisher, director of the division of economics and statistics of the Federal Housing Commission, and by Sir Raymond Unwin, respectively. Mr. Fisher showed a number of motion pictures, which he brought back from London and Stockholm after his inspection of housing work in and near those two cities.

J. P. Warbasse, chairman of the Cooperative League of the United States, emphasized that cooperative ownership of housing facilities makes for permanence of occupancy and values by creating a sense of pride and ownership.

Edward H. Foley, Jr., director of the legal division, Public Works Administration, discussed the probable effects of decentralization of government housing work, pointing out that in view of benefits and savings—such as the marked reduction in crime—which result from construction of low-rent housing projects to accommodate slum dwellers, it is desirable to exempt such projects from taxation in order to make the rents as low as possible.

Files Damage Suit Claiming \$50,000

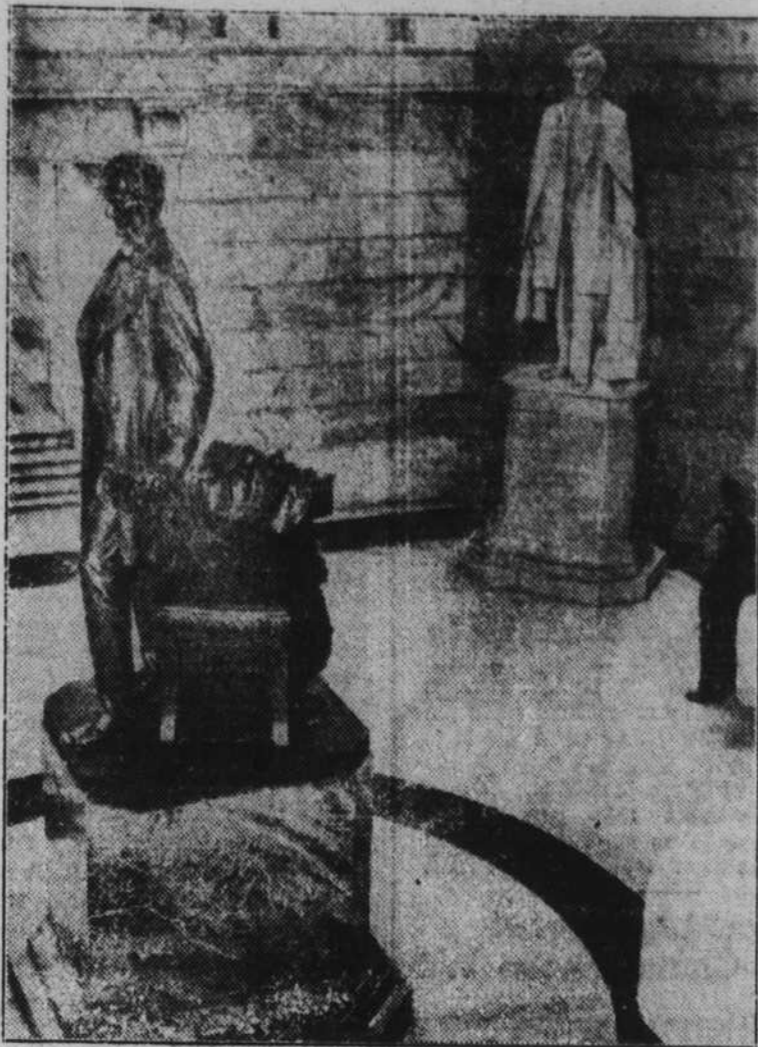
RUTHERFORDTON, Dec. 14.—A \$50,000 damage suit has been filed with clerk of court here by Mrs. H. W. Helmbold of Lake Lure against Chimney Rock company, Dr. L. B. Morse, Lake Lure inn, Stanley Gresley, Chimney Rock camp, Reece Combs, Lake Lure camp, H. D. Warner, Lee Powers, and J. T. Arnette. The suit is the outgrowth of a paper said to have been written by the defendants, circulated in Lake Lure and Chimney Rock and later mailed to Mrs. Helmbold, accusing her and her husband of circulating derogatory and untrue reports about the sanitary conditions of Lake Lure bathing beach for the purpose of injuring the parties and their business.

Mrs. Helmbold asks \$25,000 actual damages and \$25,000 punitive damages. The suit is expected to come up at the next term of civil court of Rutherford county next April.

LAWDALE YOUTH ENLISTS IN THE U. S. NAVY

Mr. Vance Lee Carter, son of Mr. and Mrs. J. C. Carter of route 1, Lawndale, was enlisted in the U. S. navy in Raleigh on December 7 and was on that date transferred to the U. S. Naval Training station, Hampton Roads, Va., where he will undergo twelve weeks of initial training prior to being transferred to duty with the U. S. fleet.

DAVIS AND LINCOLN TOGETHER



In life, Abraham Lincoln and Jefferson Davis were as far apart personally as the differences that caused war between the North and the South. But in death, their statues stand together in the rotunda of the state capitol at Frankfort, Ky. The statue of Davis, president of the Southern Confederacy, is shown just behind that of Lincoln shortly before its dedication December 10. (Associated Press Photo)

TORRANCE SCORES KAYO IN DEBUT



Displaying a devastating wallop and surprising speed, "Baby Jack" Torrance, Olympic track star from Louisiana State University, got off to a flying start on his pro boxing career by scoring a one-round knockout of Owen Flynn, eastern heavyweight, in New Orleans. Flynn is shown on the canvas after Torrance cut him down with a left to the chin. (Associated Press Photo)

Demonstrations On Eleven TVA Farms Show Results

The advantage of fertilizing properly, the use of superphosphate, and the advantages of rotation of crops is being demonstrated successfully on eleven Cleveland county farms under the supervision of the Tennessee Valley Authority.

Demonstrations are held in each of the eleven townships, directed by the TVA, in conjunction with county agent J. S. Wilkins and the extension department. Triple phosphate or superphosphate furnished by the TVA was placed on the land of clients whose farms total 1,528 acres. Approximately 3,716 pounds was applied. The drought and the exceptional season has robbed the farmers and the TVA of many results expected, but some of the things found out were that peas showed from 15 to 25 percent increase and that lespedeza, during the last two weeks of growth showed a gain of 33 pounds of hay per acre.

Rotation of crops, soil conditions, complete records and pictures of crops at various times are being effected by the growers. The results will be a "yardstick" for progress.

Farmers, their township and acreage of land follows: Gilbert Jones, No. 1 Township, 56 acres; J. A. Lattimore, No. 2, 132 acres; W. L. Sutherland, No. 3, 85 acres; Wayne L. Ware, No. 4, 107 acres; T. F. Sellers, No. 5, 111 acres; Tom Cornwell, No. 6, 335 acres; R. G. Adams, No. 7, 122 acres; H. H. Gold, No. 8, 215 acres; R. W. Wilson, No. 9, 145 acres; F. A. Boyles, No. 10, 30 acres; J. R. Price, No. 11, 220 acres.

Van Sweringen Death Transfers Rail Empire to 'Outsiders' in Unique Deal

Manufacturer, Shipping Man Are Heirs

CLEVELAND, O.—A 74-year-old fruit jar manufacturer and a 70-year-old Great Lakes shipping magnate find themselves "heirs" today to a \$3,000-mile railroad empire they once bought to save it for its owners, threatened with its loss through financial setbacks.

The "heirs" are George Alexander Ball and George Ashley Tomlinson. To them passed full control of the vast Van Sweringen interests when O. P. Van Sweringen died in his private car en route to New York over his own line, about a year after his brother had passed. Therein lies one of the strangest stories of modern high finance.

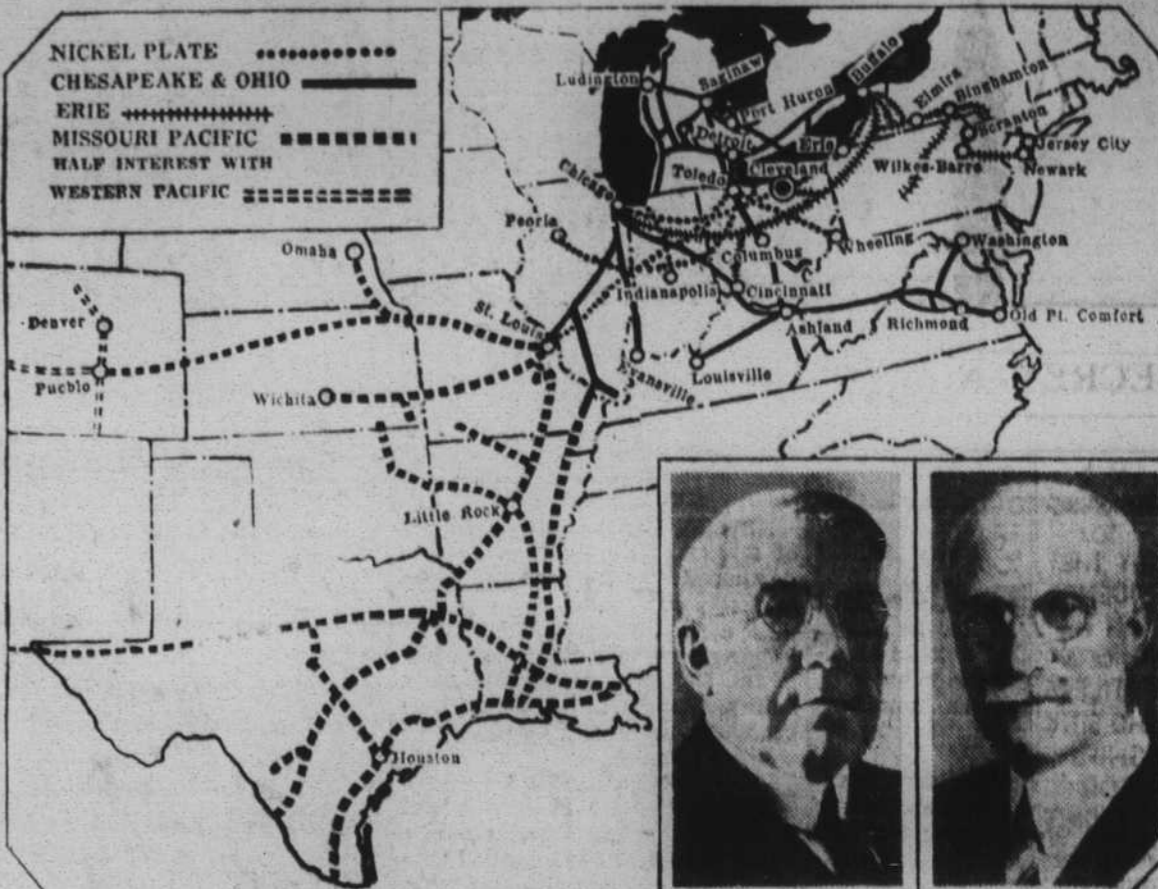
The Van Sweringen brothers, O. P. and M. J., pyramided one of the great financial empires of the '20s. Railroads, mines, and colossal real estate developments came under their control. They were Cleveland's "empire builders."

Then came the depression, undermining the whole Van Sweringen holding company structure. The brothers owed the Morgans \$48,000,000, which they couldn't pay. And so the Morgans proceeded to "sell them down the river."

FORTUNE MAGAZINE'S current issue recites the engrossing story. The controlling stock was sold by auction in New York. The Morgans, naturally expected to bid it in to protect their loss of \$43,000,000, did not do so.

Instead, Midamerica Corporation bid in the Van Sweringen controlling interest for \$3,121,000. And Midamerica Corporation was none other than Mr. Ball, Muncie, Ind., fruit jar manufacturer and philanthropist, and Mr. Tomlinson, once a newspaper reporter and former wild west show performer.

The Van Sweringens, says



Extent of the vast railroad interests of the Van Sweringen brothers is shown by this map. "Heirs" to the empire, G. A. Ball, right, and G. A. Tomlinson, left, are shown in inset.

Fortune, hadn't a cent in Midamerica. And though Ball and Tomlinson owned control of Midamerica, they immediately gave to the Van Sweringen brothers the right to vote their stock, and a 10-year option to buy 55 per cent of the common stock at cost plus 5 per cent a year.

Here was certainly one of the strangest arrangements of modern business. Ball and Tomlinson apparently had deep faith in the ability of the Vans to come back and in the last year the vast interests have been doing that.

THE new financial backers were not even long-time friends of the Van Sweringens. They had first met in the 1928 boom, when O. P. had asked Tomlinson to buy the Cleveland

Plain Dealer for him. The Vans were buying everything in sight then. That deal didn't go through, but the business connection remained.

In 1930 the Vans put Tomlinson on the board of directors of the Missouri Pacific. Two years later Ball was named to a similar post on the Nickel Plate road, also a Van Sweringen enterprise.

Then came the Waterloo in 1935 and Ball and Tomlinson were ready to do the bailing out. They did. Now, with both M. J. and O. P. dead, this fruit jar manufacturer and his steamboat magnate partner find themselves in the driver's seat with 23,000 miles of railroad ahead. And neither has ever been primarily interested in railroading.

THE Van Sweringen interests are fundamentally in rails.

Today the great empire they founded includes the Chesapeake & Ohio, the Nickel Plate, Pere Marquette, Missouri Pacific, Wheeling & Lake Erie, Chicago & Eastern Illinois, and Erie railroads.

Ball, active despite his 74 years, is Muncie's "First Citizen." Besides his interests in the well-known fruit jar company which bears his name, he has interests in more than a dozen other large business enterprises. He owns one of the great private library collections in the country.

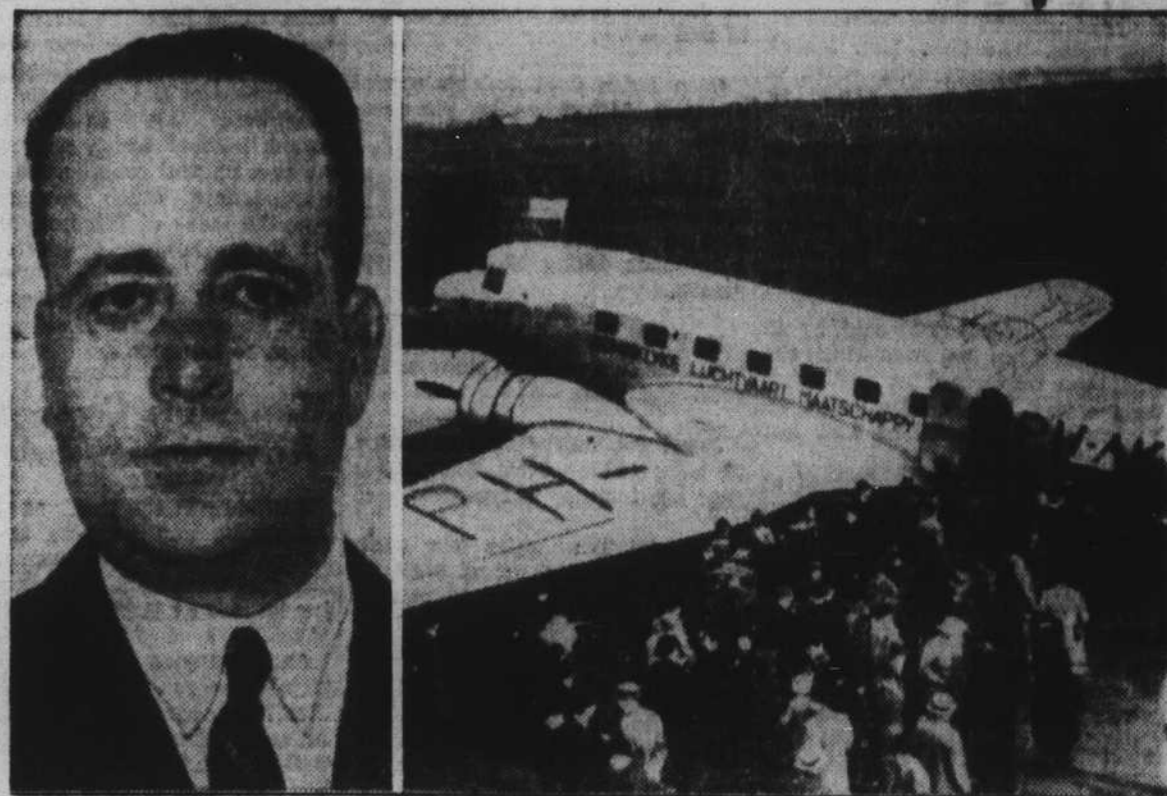
Tomlinson heads a fleet of Great Lakes boats. He is also director of the Goodyear Tire and Rubber Co. Like Ball, he is a book collector. But fate now apparently will allow little time for the hobbies of either man.

Divorce For Bessie



Bessie Love, the screen actress famous in the days of silent films, is shown in court at Los Angeles where she was granted a divorce from her husband, William Hawks. She testified he told her he no longer loved her. (Associated Press Photo)

FOURTEEN PERISH IN BRITISH PLANE CRASH



Fourteen persons, including Juan de La Cierva (left), inventor of the autogyro, met sudden and terrible death in the flaming ruins of a great "K.L.M." air liner which crashed a few moments after taking off at Croydon airbase near London. No Americans were aboard. The ill-fated plane was similar to this sister ship shown at Croydon. (Associated Press Photos)

SHIRLEY APPEALS TO SANTA -- FOR OTHER CHILDREN

Shirley Temple
Dear Santa Claus
I wish you
would give all
the boys and girls
the best Christmas
ever
Shirley Temple



Maybe it's true that Shirley Temple, the little film star, has just all the toys and things she wants. Or maybe she's growing quite wise as she grows older. Any way, she thought only of other children when she sat down to write Santa Claus her usual Christmas letter. "Give all the boys and girls the best Christmas ever," she implored. (Associated Press Photos)

Piedmont P.-T. A. Meeting Is Held

(Special to The Star.)
LAWNDALE, Dec. 14.—The executive committee of Piedmont P. T. A. met with Mrs. R. A. Warlick Wednesday evening and made some definite plans for programs to be given throughout the school year. After discussing, pro and con, the social needs of the school boys and girls, refreshments were served and a delightful social hour was enjoyed.

On Wednesday night, December 16, the P. T. A. of Piedmont high school will sponsor an interesting Christmas program consisting of a play and Christmas carols in addition to their regular business meeting, after which refreshments will be served. All friends and patrons of the community are urged to be present.

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